

The Mountain Eagle.

Independent--Screams For All!

Volume Fourteen

Whitesburg, Letcher County, Kentucky, Friday, Nov. 11, 1921

Number 37

LOCAL NEWS

ELECTION OVER

The Most Exciting Campaign in the County's History Ends.
Childers an Easy Winner and Fitzpatrick Elected
Over His Opponents by Good Vote.

JIM COMBS, REYNOLDS AND STEVE COMBS ARE ALSO WINNERS

Shaking the Kaleidoscope

Before Taking—The Editor Indulges in Prognosticating.

What is written tonight, Nov. 7th can in no wise effect the election which is to come off on tomorrow. In truth the racetrack is cleared and the horses are champing their bits and prancing ready to dash under the ropes and toward the goal. On whom will the people pin the blue ribbon is the question, if question it is. Will Childers come down the track with banners flying and will Vanover "stream bravely out behind," quoting Bill Dug, or will Day and Fitzpatrick run neck and neck with the winner uncertain? Who will win, Fess or Jim, and is John Francis in the race, or

Grant Craft a close third? Here we take down that old kaleidoscope of ours, the one handed just before the primary and give her a jerk. What the Tom Watson does she read? Can we believe our eyes? Old horses who have for a lifetime shied of the Democratic fence and wondered how the grass tasted on the other side are not only on the fence but clear over it and running and jumping and kicking up their heels. The truth of it is the old walls that have stood between the parties are tumbling down and the August primary looks like a "scrap of paper." In the county the meek and Napoleonic

face of Joel Childers looks a winner by eight hundred or a thousand. Doc Fitz and Hen Day are flying down the home stretch, ghastly and pale, each scared within an inch of his life and the kaleidoscope registers chances favorable to the old 'War Horse.' Is the old thing lying? Shake 'er again. The results are the same except Fess Whitaker and Jim Combs have landed at the goal and are scrambling for only a few votes to make the one or the other winner. Grant Craft, who never could convince his friends of the golden opportunity that stared them in the face, is right on their heels. Big Steve Combs ought to be on the jump for himself, too, for John Francis is coming down the line with "blood in his eye" after his scalp. The chances are against him.

After Taking

Wednesday Morning—A damp rain fell over the earth last night and the cards are all tumbled and twisted. "If there is anything in what the people say," was the talk of all parties who purported to give expressions as how the election was going. Some said if half the people vote as they say they are going to this and that is sure going to win. And the reports that have come in indicate that they have. Contrary to our predictions Dr. Fitzpatrick has run away with the gears, plowstock and all and is elected County Judge. Joel Childers is a winner for Circuit Judge by perhaps 3,000 and Jim

Combs wins for Sheriff by less than 100. Bill Reynolds wins for Jailer and Steve Combs for Circuit Clerk.

THE SQUIRES

1 Patton Jones, Oscaloosa.
2 J. H. Bentley, Jenkins.
3 W. H. Adams, Democrat.
4 W. L. Creech, Partridge.
5 J. T. Whitaker, (D.) Blackey.
6 Wesley Roark, (Ind. Rep.) Flint.
7 Frank Blair, Mayking.
8 Sandy Adams, (D.) Millstone.

Every one a good man and will work hard for the good and glory of old Letcher.

Aftermath

We extend congratulations to the victors and our actual sorrows to those who fought so hard and lost.

Elihu ought to fare well in the days to come. He has a brother-in-law Judge and a father for County Attorney. The Eagle won and lost as its friends won and lost.

The old hills swelled up and slid off. If everybody's not satisfied they ought to be for right or wrong the voice of the people has been recorded.

It was a fair election. It was a board of officers whose integrity and intelligence could not be questioned. As long as the ballot boxes are thus handled our political safety is assured.

The Eagle said not a word and

acted not an act that could influence a vote.

History do shore repeat itself. The winners and losers are good friends. Did Hen Day and his friends once elect Dr. Fitzpatrick? Did Fitzpatrick ever influence the election of Hen Day? Have Robt. Blair and Dr. Fitzpatrick ever fell down when the people took a whack. It looks like a see-saw horse with friends on either end of the teeter-board, one bunch up and the other bunch down. Who knows how soon we may see the other end of the teeter-board go up? In a previous election Judge Vanover bucked Joel Childers clear off the plank—ran square over him. This time it is the other way and there you are. And again, only last November Fess Whitaker and Steve Combs rode the plank. Fess' end went up and Steve's went down. This year Fess and Steve's brother Jim tried it and now Fess goes down and Jim goes up.

We will have two Combs after January first—one a coarse and the other fine. One to stir 'em up and the other to catch 'em.

Because Dan Fields felt so good everybody else could not feel otherwise.

There may have been some sick people in town Wednesday, but if so, they did not look it. Everything was as serene and lovely as could be.

Aunt Betsey Holcomb, after speckling up her ballot and voting for the men of her choice, raised her glasses, reviewed every name, and said, "At, now, that's as nice as anybody's and she'll help win, too. And it did.

It looks like Mich Crain has won the Senatorship in the Lee-Breathitt district over J.D. Whitaker. Shurely that can't be so.

Some fellows didn't win but they ran stout races. Lewis Wisehart and Jesse Day saved Bob Day's bacon for Surveyor. Bob was nominated for this office but significance was lost sight of and

THE WINNERS

For the Legislature
J. C. DAY
For Circuit Judge
J. E. CHILDERS
For Commonwealth's Attorney
O. A. STUMP
For Circuit Court Clerk
STEPHEN P. COMBS
For County Judge
JOHN D. FITZPATRICK
For County Attorney
ROBERT BLAIR
For County Court Clerk
ARCHIE VINCENT SERGENT
For Sheriff
JAMES COMBS
For Jailer
BILL REYNOLDS
For Tax Commissioner
JOHN M. ADAMS
For Coroner
JAMES HARPER

we failed to ink him in on the ballot.

S. H. Fields, of Pikeville, and L.W. Fields, of Lexington, were here for the election.

Judge Sam Collins, Mr. and Mrs. Felix Fields and others came up from Lexington to vote and to see friends. Judge Lewis came up from Frankfort to help the boys out.

Card of Thanks

To the Public Generally:

My family and myself desire to thank all the people and all the voters of Letcher county for their courtesy in supporting me for County Judge, both in the primary and general election.

We felt that after I received the nomination I could win. I used my utmost efforts to win, but the voters said I ought not, and I feel that the voters of the county should say who shall rule.

We made a clean campaign and we believe my opponent, Dr. Fitzpatrick, made a clean, honest campaign, and we congratulate him, and believe he will make the people a fair, clean Judge, and that you will be pleased with him.

We hold no ill will to anyone because of my defeat.

Respectfully,
H. T. DAY.

LETCHER COUNTY'S VOTE NOV. 8, 1921

	For Circuit Judge	For County Judge	For Sheriff	For Circuit Clerk	For Com. Atty.	For County Clerk	For Tax Com.	For Jailer	For Coroner									
J. E. Childers	R. Vanover	H. T. Day	C. R. Mettetal	F. Whitaker	J. N. Francis	S. P. Combs	O. A. Stump	Robt. Blair	J. M. Adams									
1 W. Whitesburg	228	112	127	201	3	133	135	69	121	165	176	175	180	172	175	175	153	166
2 E. Whitesburg	289	179	278	2	197	128	117	257	246	240	229	244	136	259	104	116	3	108
3 Colson	95	103	60	111	23	92	75	30	39	118	110	117	114	115	107	34	16	33
4 Cumberland	24	37	43	19	6	46	6	9	11	41	42	42	31	39	40	215	10	142
5 Baker	141	165	121	141	20	104	146	59	97	157	165	164	155	163	155	23	101	62
6 Sugar Grove	119	38	48	105	4	31	111	12	24	24	59	58	49	52	55	85	36	70
7 Seco	154	76	44	95	104	56	130	55	92	70	78	81	78	79	74	151	2	145
8 Millstone	39	61	32	63	4	43	28	24	36	56	61	55	55	56	71	56	77	66
9 Burdine	112	141	142	76	13	131	83	42	55	148	149	150	145	150	145	151	8	125
10 Big Branch	93	51	47	93	2	63	74	6	20	53	52	51	49	40	55	45	49	46
11 McRoberts	175	152	147	154	16	137	43	155	118	158	154	167	154	168	158	169	4	155
12 Hurricane Gap	71	28	37	53	2	51	43	3	3	76	72	70	70	71	75	3	67	10
13 Dunham	96	143	139	73	7	131	61	32	31	150	148	148	146	153	146	142	10	144
14 Colly	99	127	120	111	2	122	102	15	47	164	158	161	154	154	151	160	10	152
15 E W Jenkins	150	117	127	94	13	125	50	80	75	130	138	125	137	126	145	8	125	1
16 Democrat	53	87	36	79	1	81	41	12	13	77	70	78	64	72	62	77	1	65
17 Fleming	87	98	96	100	14	114	55	54	51	110	109	115	104	125	121	122	12	102
18 Blackey	285	73	57	291	6	70	136	161	230	82	72	47	71	76	78	75	9	77
19 Daina	151	59	42	173	6	77	117	40	86	85	58	57	53	59	63	16	73	98
20 Cowan	129	55	64	111	0	50	112	22	29	90	81	91	76	86	89	46	136	38
21 Lavier	100	38	9	137	1	28	63	61	38	39	51	38	48	36	66	2	34	1
22 Eolia	128	27	44	106	0	44	23	81	82	51	43	45	9	41	48	35	41	38
23 Thornton	171	60	66	155	10	35	71	130	107	79	65	68	76	69	62	90	20	61
24 Marion	176	40	29	174	12	28	96	101	145	44	34	40	32	35	35	32	11	38
25 Haymond	98	51	38	105	18	40	71	59	70	52	58	62	58	56	58	53	27	50
26 W W Jenkins	182	80	103	138	9	106	55	103	100	106	110	121	107	114	111	126	14	108
TOTALS	3445	2198	1997	3236	292													

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RAILROAD PLAN TO GET RATES DOWN

Propose to Reduce Wages and Return all Savings by Reduction in Charges

FULL TEXT OF PROPOSAL

Statement By Thomas DeWitt Cuyler, Chairman of the Association of Railway Executives on the Situation.

Following a meeting in Chicago, October 14, 1921, of the presidents of nearly all the leading railroads in the country, Mr. Thomas DeWitt Cuyler, chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today, it was determined by the railroads of the United States, seek to bring about a reduction in rates and as a means to that end to seek a reduction in present railroad wages which have compelled maintenance of the present rates.

An application will be made immediately to the United States Railroad Labor Board for a reduction in wages of train service employees sufficient to remove the remainder of the increases made by the Labor Board's decision of July 20, 1920, (which would involve a further reduction of approximately ten per cent), and for a reduction in the wages of all other classes of railroad labor in the going rate for such labor in several territories where the carriers operate.

To Reduce Rates as Wages Go Down

The foregoing action is upon the understanding that, concurrently with such reduction in wages the benefit of the reduction thus obtained shall, with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime.

The managements have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been closed down to a point which brings depression and distress to the entire public and that something must be done to start them again in operation.

The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about \$62,000,000 upon a property investment of over \$19,000,000,000 and even this amount of \$6 million included back mail pay for prior years received from the Government of approximately \$64,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

The year ended in serious depression in all branches of industry and in marked reduction of the market demand for railroad car and carmodities, resulting in a very serious falling off in the volume of traffic.

Roads Forced to Defeat Maintenance

In this situation, the most rigid economy and of postponing and cutting to the bone the upkeep of the properties was adopted by the railroads. This was in the face of neglecting and for the time deferring work which must hereafter and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921, over 10 per cent, or 374,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of bad order cars of not more than 160,000 as is further illustrated by the deferred and inadequate maintenance of other equipment and of roadway and structures.

Even under those conditions and with this large bill charged up against the future—which must soon be provided for and paid if the carriers are to perform successfully their transportation duties—the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest or dividends, amounting to only 2.6 per cent per annum on the valuation of the carrier properties made by the Interstate Commerce Commission. In the recent rate case, an amount not sufficient to pay the interest on their outstanding bonds.

Roads Earnings Far Below Reasonable Returns

It is manifest, from this showing, that the rate of return of 5½ or 6 per cent for the first two years after March 1, 1920, fixed in the Transportation Act as a minimum reasonable return upon railroad investment, has not been even approximated—much less reached, and that the present high rates accordingly are not due to any statutory guarantees of earnings, for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 60 cents of the dollar they receive for transportation services, whereas in 1916 40 cents of the dollar went to labor.

On the first day of January, 1917, when the Government took charge of wages through the Adamson Act, the labor cost of the railroads had not exceeded the sum of about \$1,400,000,000 annually. In 1920, when governmental authority made the last wage increase the labor cost of the railroads was about \$3,000,000,000, unreasonably, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect the labor cost, on an annual basis, would have been largely in excess of \$3,000,000,000, an increase, since the Government took charge of rail-

road wages in the Adamson Act, of approximately \$2,450,000,000 annually. In the light of these figures, it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 22 per cent in no sense meets or solves the problem of labor costs and in no way makes it possible for the railroads to afford a reduction in their revenues. Thousands of rates already reduced.

Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allow no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1. The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the ratio of return on property investment of the railroads of the United States for the past several years has been as follows:

Rate of Return Earned by Railroads of the United States on Their Property Investment	1912	1913	1914	1915	1916	1917	1918	1919	1920
	4.84%	5.15%	4.17%	4.20%	5.90%	6.16%	5.26%	3.51%	2.46%
									0.32%

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard-of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

Roads Handicapped More Than Other Business.

2. The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respects (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment or to offer inducements to attract new capital for extensions and betterments is extremely limited.

However, much the railroad's highest desire, therefore, to reduce their charges in times of depression will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

Roads Handicapped More Than Other Business.

"Our program for the immediate future is unchanged," Mr. Felton said. "This program includes plans to ask the railroad labor board for permission to make further reductions in wages, and to pass the saving on to the public in the form of reduced rates. The roads are determined to get back to normal and to put an end to industrial depression caused through the present high cost of shipping."

"I have telegraphed requests to the presidents of all the roads in the Chicago district, asking for their opinions as to the advisability of immediately asking further wage cuts. I am waiting on their replies, and when they are received, important action will be taken before the labor board."

Request Affects "Independents."

Reported plans of the roads were to train service workers to the level existing before May 1, 1920, and to reduce the wages of all other employees—shop crafts, maintenance of way workers and telegraphers—to wages corresponding to those being paid in outside industries.

"This, it was said, again brings the "independent" labor unions into the fight from which they withdrew when the "big five" refused guarantees of co-operation. It was expected that following the coup of W. F. Lee, president of the Brotherhood of Railway Trainmen, in defeating Warren S. Stone of the locomotive engineers in leadership of the "big five," a reconciliation will be effected between the brotherhoods and the "independent" unions, and that they all will join in the fight against further wage reductions.

Farmers Especially Need Lower Rates

It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market and that existing labor and other costs of transportation thus imposed upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the distressing situation and desire to do everything to assist in relieving it that is compatible with their duty to furnish the transportation which the public must have.

At the moment railroads in many cases are paying 40 cents an hour for unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be paid out of railroad earnings unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them the people generally, are also hampered in their efforts to economize by a schedule of working rules and conditions now in force as a heritage from the period of Federal control and upheld by the Railroad Labor Board. These conditions are expensive, uneconomic and unnecessary from the point of view of railroad operation and extremely burdensome upon the public which pays the bill.

This schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor costs in accordance with rapidly changing conditions and the great variety of local conditions which ought to control wages in different parts of the country. The railroads are seeking to have these rules and working conditions abrogated.

The railroads will seek a reduction in wages now proposed by first requesting the sanction of the Railroad Labor Board. The railroads will proceed with all possible dispatch, as soon as the Railroad Labor Board shall have given its assent to the reduction in wages the general reduction in rates will be put into effect.

W.H. Increase Fire Fighters.

Chicago, Oct. 31.—Appropriation has been made by the comittee on transportation services for the improvement of the Chicago Fire Department. John F. Cullen is to permit the reorganization of the Chicago Fire Department. Twenty-three additional battalion chiefs will be appointed.

DIG DROP IN HOG PRICES

Pittsburgh, Pa., Oct. 31.—Hog prices here tumbled with the heavy fall rains coming in. Medium weights sold at \$3.50 to \$3.65 and heavy \$3.05 to \$3.15. With one exception this is the lowest price since before the war.

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SAP

For every day in the week. For every room. For general housecleaning.

Solid Cake No Waste

WEAK

UNIONS REQUEST PAY REHEARING

Brotherhoods Plan to Forestall Roads Who Are to Ask New Cut in Wages.

CHARGE BREACH OF FAITH

Labor Leaders Say Action on Carriers in Announcing Plans for Reduction is Contrary to the Strike Supplement.

Chicago, Oct. 31.—Plans were formulated by railroad labor chieftains to ask a rehearing on decision No. 147, the United States labor board's wage cut ruling of July 1, that nearly precipitated a nation-wide rail strike.

This was the brotherhoods' reply to announced determination by the roads to ask immediate further reductions in wages, despite the board's ruling that no further cuts would be considered until after pending questions of rules and working conditions are settled. It was because of the decision of the labor board to defer all questions of wages that brotherhoods swung away from their resolve to strike.

The labor board's decision concerning the legality of the strike now called off, and its announcement of its future policy in dealing with disputes were expected during the day. A special meeting of the board was ordered.

Charge of Breach of Faith.

Labor leaders said that the action of the roads in announcing that plus are to cut wages again, and soon was a breach of faith in the strike settlement. Their plan was to heat the roads to the question by centering the fight on the existing reductions, pending settlement, which any application for additional cuts necessarily must be held up.

At the White House entrance the marshal was received with much pomp and ceremony, and he bowed in response to the cheers as he crossed the broad veranda, entering the executive mansion.

President Harding, flanked on either side by the entire staff of military and naval aides, received the marshal in the blue room and the two dignitaries exchanged formal salutation and then had luncheon at the White House.

Renews War Friendships.

After being received by the President, the French general paid his respects to Secretary Denby at the Navy department and Acting Secretary Walnwright at the War department. He also received calls at his hotel from General Pershing in his official capacity as general of the armies and chief of staff; Admiral Coontz, chief of operations of the navy, and other high officers of the army and navy.

Many of these calls were more than the formality of official courtesies, as they afforded the military chieftain the opportunity of renewing friendships among American officers whom he has not seen since they left Europe at the conclusion of the war.

Carries 25 Pounds of Tobacco.

Marshal Foch, who is an inveterate pipe smoker, before boarding a steamer ship for his trip to America, made sure that a sufficient amount of his favorite French tobacco was on board. One of his military aides has it in charge.

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NATION'S CHIEFS HONOR MARSHAL

Foch Takes Luncheon With the President at the White House.

RENEWS WAR FRIENDSHIPS

Generalissimo of Allied Armies in the World War Pays Brief Visit to Washington—To Attend Legion Meet at Kansas City.

Washington, Oct. 31.—With a flourish of trumpets and the cheers of a huge crowd ringing in his ears, Marshal Foch, leader of the allied armies in the World war, called at the White House and was received by President Harding.

Escorted by Cavalry.

Accompanied by Ambassador Jusserand and General Pershing and under the escort of a troop of cavalry, the marshal was greeted by throngs along Pennsylvania avenue. The White House grounds were jammed with people, who cheered wildly as the marshal entered.

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